



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*February 3, 2009
Agenda Item 4.3*

Date: January 26, 2009
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Draft 2007-2008 Performance Report: State of Transportation in Alameda County

Information

ACTAC is requested to comment on the attached draft 2007-08 Performance Report: State of Transportation in Alameda County. The report provides annual data updating the status of the County's roadway and transit systems and bicycle facilities. Staff anticipates requesting the ACTAC to recommend approving the report in March.

Next Steps

Comments from ACTAC will be incorporated into the document. The final draft along with the Mobility Monitor will be forwarded to the March Committee meetings for recommendation for approval.

Discussion

The 12th draft Performance Report includes an annual report of the status of Alameda County's roadways, transit, bicycle and pedestrian facilities. Performance of the roadway is based on level of service, average speed/travel time, congestion levels, duration of congestion, maintenance, and accidents. Performance of the transit system is based on routing, frequency, coordination, ridership and maintenance. For the bicycle facilities, performance is based on progress towards completion of high priority projects in the Countywide Bicycle Plan. Because no performance measures have been established or monitored for the Pedestrian Plan yet, an overview of the Countywide Pedestrian Plan is provided.

Some of the notable findings of the report follow:

Highway Congestion:

(No new data was collected since 2007, which was the most recent congestion data available from MTC. The 2007 data was also included in last year's Performance Report. The highlights are noted again below):

- In 2007, congestion in Alameda County continued to account for nearly 40% of total congestion in the Bay Area. This is more than double the second most congested county, Santa Clara.
- I-80 in the morning peak retains its rank as the most congested corridor in Alameda County and the Bay Area. It holds three spots on the Top 10 most congested corridors list for the County.
- I-580 continues to be the 2nd most congested corridor in the County. It holds 2nd and 3rd place in the top 10 congested locations in Alameda County.
- The vehicle hours of delay on eastbound I-580 in the afternoon increased by 10% in 2007 compared to 2006.
- On westbound I-580 in the morning, duration of congestion increased 1 hour and 15 minutes compared to 2006, and congestion began earlier in 2007 compared to 2006, i.e., instead of from 6:55 a.m. to 10:15 a.m., it shifted to 5:30 a.m. to 9:35 a.m.
- The largest increase in duration of congestion was on eastbound I-80 from Treasure Island to Powell Street in Emeryville in the afternoon peak period, which was congested for two hours and 20 minutes longer compared to 2006, a shift from nearly four hours to six hours 40 minutes.
- Of the eight comparable segments that were on both the 2006 and 2007 Top 10 congestion lists, congestion duration increased for six segments and decreased for two segments.

Level of Service (LOS) on the CMP roadways

- Based on the LOS monitoring performed by the CMA in spring 2008, speeds on freeways appear to have generally improved while arterials have remained stable.
- The percentage of freeways performing at LOS A, increased significantly in 2008, from 25.9 percent to 38.4 percent. 2008 showed the highest rate of freeways performing at LOS A since 2000, which was at the peak of the dot com period. The decreased levels of congestion were likely due to the downturn in the economy combined with increased gas prices.
- The percentage of freeways performing at LOS D, E and F, decreased from 45.3 percent in 2006 to 34 percent in 2008.
- In 2006, there were nine roadway segments that had operated at LOS F during the 2004 surveys but operated at an improved LOS in the 2006 surveys. In 2008, there were 15 improved LOS F segments.

O&D Pairs Travel Times

Auto travel time has reduced and transit has increased compared to 2006. In general, auto travel time shows more improvement than transit travel since 2006. Travel times range between 2 to over 5.5 times longer for transit than automobile travel for the 10 pairs studied.

Pavement Condition

The average PCI for Alameda County roadways for 2007-08 was 65. This rating is four percentage points better than pavement conditions reported last year. The average Alameda County PCI represents pavement conditions throughout 15 jurisdictions, which range from a seven percent decline to a six percent improvement in pavement conditions. Appendix E in the Performance Report shows PCI by jurisdiction.

Accidents

Pending information from Caltrans.

Transit Update

Transit ridership in Alameda County increased less than one percent compared to the previous fiscal year. All but one transit operator showed an increase in ridership. Changes in ridership ranged from AC Transit with a 2.6 percent decrease in ridership to Capitol Corridor with a 16 percent decrease in ridership. The increased ridership for most of the transit operators is likely due to the drastically increased gas costs experienced in 2008. The decrease in ridership for AC Transit may be due to the economic downturn during the same time.

Countywide Bicycle Plan

This Performance Report tracks the updated Alameda Countywide Bicycle Plan, which the Board adopted in October 2006. Of the 28 miles of High Priority bicycle facilities listed in the plan, 0.4 miles were constructed in 2007/08 and progress was made on 10 of the other projects.

Countywide Pedestrian Plan

This Performance Report provides an overview of the Alameda Countywide Pedestrian Plan, which the Board adopted in October 2006. No performance measures have been adopted or monitored since the Plan was adopted.

ACTAC Recommendation

While reviewing last year's Performance Report, ACTAC recommended that this year's Performance Report include three performance measures: 1) capacity of transit as an indicator of transit congestion, 2) percentage of unmet needs for local streets and roads and transit, and 3) progress monitoring Community Based Transportation Plans.

1) Capacity of Transit

To measure the capacity of transit, staff contacted AC Transit and BART. AC Transit tracks systemwide load factors, but does not have countywide or more local load factors. With approximately 100 local lines that vary significantly, the systemwide load factors would not provide a meaningful way to measure capacity. AC Transit is continuing to investigate ways to measure and track capacity. It is recommended that staff continue to work with the transit districts to develop a meaningful measure of capacity and that it be included in next year's report.

2) Percentage of unmet needs for local streets and road and transit

Staff has contacted MTC and transit operators to determine options for measuring and monitoring these categories. This will be incorporated in the final report.

3) *Progress in Community Based Transportation Plans*

CMA issued a Call for Lifeline Transportation Fund projects in 2006 and 2008. Projects focused on those within Community Based Transportation Plans. Five projects totaling \$5 million were funded in 2006. They have been implemented since that time. Another eight projects are recommended for funding in 2008, pending State budget revisions. ACTAC is requested to provide input on whether it would be helpful to list new and ongoing funded projects in the Performance Report or to track their progress. For example, the following table could be added:

Status of Lifeline Transportation Funded Projects

Project	Description	Lifeline Budget	Status	Year Funded
AC Transit Service, Hayward	Provide day and evening service on Lines 83,86 and 386 seven days a week for minority and low income residents to jobs, schools, BART and other destinations in Hayward and South Hayward	\$941,289	Operating	2006
Ashby BART Station/Ed Roberts Campus, Berkeley	Install new ramp, staircase, pedestrian pathway and new crosswalk on Adeline, and transit plaza and universally designed bus shelter and transit information kiosk and signage.	\$1,385,760	Construction on entire project began fall 2008	2006
E. Lewelling Boulevard Streetscape Improvements, Ashland/Cherryland portions of unincorporated Hayward	Install pedestrian improvements in Ashland and Cherryland to improve walk access to buses, schools and businesses.	\$2,000,000	Pending update from Alameda County	2006
Quicker, Safer Trip to Library, West Oakland	Provide transportation to kindergarten students, teachers and parents to the West Oakland Library throughout the year.	\$150,000	Operating	2006

Project	Description	Lifeline Budget	Status	Year Funded
Quicker Safer Trip to Library, West Oakland	Provide transportation to kindergarten students, teachers and parents to the West Oakland Library throughout the year.	\$219,000	Pending allocation of funds	2009 Submitted to MTC-pending state budget
San Leandro Links Shuttle	Provide service from San Leandro BART to employment & family services in W. San Leandro	\$405,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget 2009
Meekland Avenue Transit Access Improvements:	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs and lighting.	\$2,500,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget
Hacienda Ave Transit Access Improvements:	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.	\$160,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget
AC Transit Existing Service Preservation in Communities of Concern, Alameda, Oakland, San Leandro, Ashland, Cherryland, South Hayward	Continue existing services on Lines 63, 47, 40, 40, 91, 93,	\$7,874,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget
Neighborhood Bicycle Centers, Oakland and Alameda	Bike distribution and education programs	\$314,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget
WHEELS Route 14 Service Provision, Livermore	Continue service from residential Livermore to downtown business areas and regional transit at Livermore Transit Center.	\$321,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget
Environmental Justice Access to BART, Berkeley and Oakland	Tier 1: Install secure bike parking at Ashby & bike maintenance program at Berkeley & Fruitvale stations. Tier 2: Install secure bike parking at N. Berkeley & Berkeley stations.	\$674,000	Pending allocation of funds	2009-Submitted to MTC-pending state budget

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